

C-Car Tests

RAIL OPS PLAYS KEY ROLE

BART's C-car testing program involved the dedication, and commitment of many unsung heroes, not the least of which are the BART employees in Rail Operations who worked long, hard hours in support of the lengthy program.

In the forefront of the program were BART train operators who, said Manager of Rail Operations Larry Campbell, deserve special recognition for showing true dedication to their jobs and the District by coming through when they were needed.

"We had train operators working overtime on nights, weekends and holidays. They gave up their own personal time with their families and friends in order to assist with our C-car testing program," Campbell said, adding, "I call that dedication."

Campbell also gave special thanks to Hank White and the membership of ATU 1555, which agreed to a special contract provision for the testing program.

BART's C-car testing program began Dec. 12, 1985. Because most of the initial tests could only be conducted during non-revenue hours at night and in the wee hours of the morning—a time when Rail Operations staffing is at a minimum—train operators had to be assigned overtime to

work on the program. But not just any train operator could be called in to run the new cars. The C-cars come equipped with a new Automatic Train Control system which meant that only those operators trained and familiar with the new controls were authorized to operate them. This constraint lead to many a scheduling problem and headache for the transportation foreworkers whose job it was to ensure an adequate availability of train operators for the testing program. There were times when foreworkers found themselves between the proverbial rock-and-a-hard-spot in solving the dilemma of having enough train operators for the C-cars without infringing on the staffing quota for regular train service.

"Foreworkers like Linda Jenkins at Hayward Yard had to really hustle at times trying to keep up with the staffing demands, especially when it came to finding replacements for train operators on vacation or sick leave," Campbell said. "They are to be commended for their diligence and perseverance."

Tower foreworkers, in addition to making sure there are enough train operators available, have the responsibility of dispatching

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CREATE A SLOGAN AND WIN A PRIZE

Ever thought of what it would be like to be an advertising exec? Getting paid lots of money to think of clever, enticing slogans to sell a product? Jet setting across the country and around the world on business trips? Having your name appear in such publications as TV Guide, Advertising Age or the Wall St. Journal? Well, we offer none of that.

But nevertheless, BART's Public Affairs Department will give you a shot at being a creative genius in their new contest, "Think—Of—A—Good—Slogan—For—The—Anniversary—Of—Our—Fifteenth—Year—Of—Service" or "Create a Slogan."

What does BART mean to you? Say it in a few well chosen words and you may be the winner of our "Create a Slogan" contest.

In 1982 when we celebrated our tenth anniversary, we had a similar contest and Passenger Service Representative Starla Bahem won first place for her slogan, "Ten Years Cheers." For her talent and creativity, Starla won (now hold onto your seats) an overnight stay at the Napa Valley Lodge! And if that couldn't be topped, her slogan was used in a collector's poster (sold for \$2) honoring BART's anniversary.

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Train operators, engineers and supervisors involved with the C-car testing program gathered at Hayward Yard recently to celebrate the completion of the testing program. From left to right are (front row): Jose Grima, Herve Dohen, Veronica Alancar, Stan Jiggets, Linda Jenkins, Ray Crist, George Wells, Maurice Clapp, Paula Fraser, Henry Miranda, Ray Kawamoto, Steve Brigham, Amador Jarin; (second row)

Joe Grosser, Gene Pasqual, Robin Cody, Bill Davis, Fredrick Fouret, Philippe Dufosse, Dolores Loera, Karl Kitzmiller, Bob Smith, Hal Traynor, RJ Grimes, Howard Blake, Kevin Reilly, Arnold Huberman, Dick Hacker, James La Guardia, Joe Downs, Mauro Soto, Lee Pierce, Mario Estevez, Don Wells; (on the train) C. Del Lindstrom and Kevin O'Keefe.

Deadline Near For Open Enrollment

The annual open enrollment period, during which employees may change their medical plan coverage, will end May 31.

Forms to change medical plan coverage may be obtained from the lead shop clerk or clerks in other designated locations throughout the District. Memos and bulletin board notices detailing the locations of the clerks have been distributed by the Employee Relations Department.

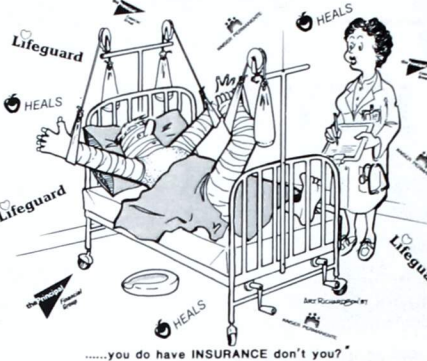
Last year the District added two new Health Maintenance Organizations—Heals and LifeGuard—to the Kaiser and Principal Mutual Life (formerly Bankers' Life) plans.

Summaries of the most important provisions of each plan and brochures describing them will be available at the clerks' locations to assist employees in making informed choices.

Deadline for receipt of change of enrollment forms is 8 a.m., Monday, June 1. The new coverage will be effective July 1. **b3**

BART EMPLOYEE BENEFITS

☆☆ **REMINDER** ☆☆



.....you do have INSURANCE don't you?"

**MEDICAL PLAN
OPEN ENROLLMENT**

MAY 1, THROUGH MAY 31, 1987

CONTACT: Mischa Lorraine at Ext. 6212

CONTEST — From Page 1

If you're the lucky winner of BART's "Create a Slogan" contest, we won't guarantee you instant fame, fortune and glamour in fact, we won't guarantee you anything, except maybe an autographed picture of Keith Bernard. But then, maybe you've always wanted an autographed picture of Keith Bernard. Or maybe you already have one, in which case we'd like to hear from you.

Truthfully, Public Affairs Department Manager Mike Healy says he's working on a suitable prize. "Probably a night for two somewhere," Healy said. How about Paris, Mike? Don't start brushing up on your French yet, BARTalk readers.

The rules are simple: On one side of a 3' x 5' index card, write your slogan. Your slogan should be brief, consisting of no more than 10 words, and should convey or generate a positive feeling about BART. All entries with "Fifteen Years Cheers" will be thrown out. Below your slogan, write your name, work division, location and telephone extension. On the reverse side, address the card to Public Information Office, LMA 1. You must be a BART employee to enter and win the contest. There is no limit to the number of different slogans you may submit, but only one slogan per entry. All entries must be received in BART's Public Information Office no later than 5 p.m. Friday, June 5, 1987. Entries may be submitted in person or via interoffice mail. BART Public Affairs will select the individuals to serve as judges. The judges' decision will be final. Neatness counts, so write legibly. Good luck! **b3**

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trains out of the yard on schedule. This demand was intensified during the C-car testing not only because there was more train traffic, but because with only a few short hours available for testing on the assigned nights, each minute was extremely valuable. But tower foreworkers came through with flying colors and not one testing minute was lost because of late dispatching.

Others directly involved with the testing program were the support staff in Central Control—supervisors, train controllers and the like—who had the responsibility of controlling train movements when the C-cars were on mainline and coordinating the test trains with regular service. This phase of the C-car program was begun after the completion of a series of 22 separate tests that covered everything from ride quality to noise, braking performance and energy consumption.

After the initial tests were completed, BART riders got their first look at the C-car prototypes at a public unveiling held May 8 at 12th Street Station. The unveiling was a prelude to inaugurating the prototypes into mainline operation during revenue hours, but only as out-of-service trains. To minimize the affect on operations should the C-cars develop problems while on mainline, they were operated only during non-rush hours. But the C-cars didn't fail. According to RJ "no-periods-after-the-R-and-J" Grimes, a maintenance engineer at

They Take the "Eek" Out of Speaking in Public

Do you avoid situations where you may have to speak before a group? Are you afraid to stand up and speak your mind? Is fear in the way of your success?

If you answered yes to any of the above questions, you are not alone. According to The Book of Lists, speaking in public is the number one fear held by most people.

But you can conquer your fear painlessly and enjoyably by joining People Movers Toastmasters of BART, ABAG and MTC. Experienced Toastmasters present the fundamentals of verbal communication in the relaxed, comfortable atmosphere of the Toastmasters Club. Your only grade is the experience, knowledge and poise you gain.

According to Toastmaster Pat Patubo, "It might take a while before you get rid of the butterflies in your stomach, but in just a short time you'll have them flying in formation."

For information about the People Movers Toastmasters Club, call Ron Edmondson, BART Planning Dept., ext. 6147. **b3**

Hayward Yard and C-car test program coordinator, not a single disruption in service was caused by the C-cars during this part of the program. Grimes also said much of that credit should go to the BART people in Central who did a fine job of ensuring efficient train movements. Among other things, Central's work involved re-routing the C-car consists—a task that was sometimes easier requested than done, because of other train activity going on at the time.

"They were great," Grimes said. "The controllers were at the ready and did a fantastic job accommodating our needs without disrupting regular service."

As the C-car testing program nears completion, classes have already begun on a training program that will educate train operators on the new automatic train control system—a system that will be retrofitted onto existing BART cars. Three train operators, C. Dell Lindstrom, Al Quintana and Dolores Loera, have been named as temporary Employment Development Specialists and are assisting in the training program. Eight people at a time go through the training which consists of one day in the classroom and one day on the line for a total of 16 hours. Another 16 hours of training will be provided on the C-car when delivery begins in July. Eventually every one of some 250 operators, as well as controllers, line foreworkers and supervisors from all three yards, will be trained to operate the new cars. **b3**



If you or your friends are planning to make the early morning walk across the Golden Gate Bridge on Sunday, May 24 in celebration of the 50th Anniversary of the opening of the Bridge, you can beat the crowds and the parking problems by taking a VENTSS. No, that's not some new cure-all, it's the acronym for the "very early morning three-station shuttle" that BART will be operating between the MacArthur, Oakland West and Embarcadero BART stations.

Trains will begin operating from MacArthur Station at about 3 a.m., with 15-minute headways until regular service starts at 9 a.m. Trains will operate in both directions, but only between the three stations mentioned. All other stations will be closed until the start of regular service at 9 a.m.

To get to the Bridge for the walk, which is slated for 6 a.m. to 8 a.m., take the SF MUNI

Friends of the
Golden Gate Bridge



special shuttle service from the front of the Ferry Building. Buses will depart every five minutes.

In order to accommodate the very heavy patronage expected to be generated by the

Bridge celebration, on Sunday, May 24 BART will offer four-route service all day long—even throughout the evening—with trains arriving at stations every 20 minutes, from 9 a.m. to midnight.

The cooperation of ATU 1555 is one of the factors making this very special service a reality for this very special event.

Speaking of events—non or otherwise: Because of a lack of participants, the BART train centipede did not make it to the Bay to Breakers run this year. But any of you who want to see the BART train climbing the Hayes Street hill in 1988, start getting into training now.

On May 1, Nancy Erb, a media assistant in our Training division, left the District to take a job in the private sector. Before she left, Nancy's co-workers at the Hayward Training Center planted flowers in her honor in their new flower box.

Someone who's already into climbing hills—or to be more specific, riding hills—is BART Police Officer Dave Rowsey. Dave

is looking for bike racers to compete with



him in cycling events and is hoping to stir up enough interest to enter next year's FourMan, a corporate cycling event that takes teams from hundreds of Bay Area corporations over a 13-mile course in the hills of Palo Alto. Dave cycles 50 to 75 miles per week with an El Sobrante racing club and is classified as a category four racer (one is the most advanced). If you're interested in joining the 'hobble and sweat' crowd as he puts it, contact Dave on Ext. 7000.

Back from a competition of a different kind is Chris Apple, Assistant District Secretary. Chris sang with the 85-member choir of the Berkeley First Presbyterian Church at the national convention of the American Choral Directors Association Mar. 12 to 14 in San Antonio, Tex.

Only two church choirs from throughout the country were invited to participate after submitting blind tapes of their work. Chris, a second soprano, has been with the choir for five years.

Congratulations are being extended to five employees in Engineering and Construction by Kay Emmons, the 20-year veteran administrative assistant who calls herself the "house mother" of the department.

Kay, who is allergic to cigarette smoke, says "thank you" to Frances Corritore, Carl Henricks, Frank Linville, Charles Lodge and Charles Marin, who have all voluntarily quit smoking at their desks. And they did this *before* the new smoking policy went into effect.

"Who knows? Maybe this will encourage other departments to follow our example and show their fellow workers that they care," said Kay, who sympathetically supplied raw carrots and toothpicks to her recovering nicotine addicts.

Another type of suffering—the payment of income tax—is the subject of a reminder from Payroll's Jim Sung, who points out that Oct. 1 is the deadline for employees to submit their W-4 forms.

The simpler version of the form, known as the W-4A, will be available soon, but should be used only by employees whose itemized deductions are not complex.

Congrats are in order for the BART Police officers and civilians who were recently honored for outstanding attendance records. The top two record holders were Officer Michael Hotton for six years of perfect attendance and Gary Gee, with five years. Others in BPD with perfect attendance were: Sergeant Leonard Thomas and Howard Hipkins (four years); Officers David Kirstein and Robert Leong, and Revenue Guard Gary Hubbard (three years); Captain Larry Danner, Lieutenants Carl Johnson, Leo Tamisiea and Dolores Kan, Officer Jim Pittlick, Revenue Guard Joe Glenn and Dispatcher Shirley Mencke (two years); and Officer Nilton Joe and Police Clerk Mattie Rousseau (one year). **b**



Among the 16 BPD employees recently awarded for their perfect attendance were (L-R): Officer Dave Kirstein, Dispatcher Shirley Mencke, Capt. Larry Danner, Sgt. Leonard Thomas, Officer Jim Pittlick, Sgt. Gary Gee, Officer Mike Hotton and Lt. Carl Johnson.

Barrett Departs BART After 29 Years

On May 4 Malcolm Barrett, the District's General Counsel for the past 18 years, left BART to return to private practice.

Barrett's association with the District dates back to 1958 when, as a member of the law firm of Pillsbury, Madison and Sutro, he served as Associate General Counsel for BART.

BART Board President Margaret Pryor praised Barrett as being an outstanding general counsel who served the BART Board well. "Malcolm's departure will create a major vacancy in the District's top echelon. He will be hard to replace," Pryor said.

General Manager Keith Bernard echoed Pryor's sentiments, stating that Barrett had contributed enormously to BART's development, seeing it evolve from a fledgling plan through many tough years to become a major operating transit system. "His counsel will be missed," Bernard said.

Before leaving, Barrett himself reflected on his years with the District, stating, "BART has represented an exciting challenge for all of us through the years. Its turbulence, however, can distort one's perspective. Departure makes me acutely aware of how very much our personal contacts with one another mean. I send my best wishes to all."

And we send ours to you, counselor. **b2**



BART Board President Margaret K. Pryor presented former General Counsel Malcolm Barrett an engrossed resolution on the occasion of Barrett's departure from the District.

BARTalk

A publication for and about the employees of the
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LA GRAND FIESTA EN BART



Members of the BART Employees' Cinco de Mayo Committee are (from left, standing): Victor Martinez (Employee Relations), Maria Rayner (Station Operations), Laura Garcia (BART Police), Sookie Feebo (Safety), Cruz Garcia (BART Police), Corina Ninayahuar (Employee Relations), Berta Uriarte (Station Operations) and Pete Avalos (Oakland Shops). Seated left to right are: Lynn Ragghianti (Field Services), Linda M. Vasquez (Station Operations), Gus De La Torre (Affirmative Action) and Kay Springer (Passenger Service). Not pictured are Arcelia Damen (Power and Way), Julie Yim (Affirmative Action), Lulu Watts (Budget), Robin Cody (Planning), Alex Zermeno (Training), Anita Sanchez (Employee Relations) and Mark Howard (BART Police).

For three and one-half hours on Tuesday, May 5, the normally tranquil plaza above Lake Merritt Station was filled with the upbeat sounds of lively mariachi music, traditional Mexican song and colorful dance when BART's biggest Cinco de Mayo celebration ever was held.

With blue skies, a bright sun and the mercury climbing into the 80s, it was a perfect day for a fiesta.

The annual event sponsored by the BART Employees' Cinco de Mayo Committee, which was headed this year by Linda M. Vasquez of Station Operations, drew a crowd of about 1200, comprised of BART, MTC and ABAG employees, local residents and school children.



Linda M. Vasquez, chairperson of the BART Employees' Cinco de Mayo Committee and Gus De La Torre, Committee Treasurer, are shown as they lead the celebration at LMA. Gus also served as Master of Ceremonies at the best celebration in the area.

BART Board President Margaret Pryor presided at the occasion which included brief remarks by BART General Manager Keith Bernard and a host of special guests including: Roberto Rodriguez, Deputy Counsel General, Mexican Consulate; Felix Galaviz, Puente Project Coordinator; United Public Employees, Local 790 President Milt Waalkens; and Amalgamated Transit Union, Local 1555 President Hank White.

Capping off the event was the raising of the Mexican Flag, which was performed by Chief Transportation Officer Bill Fleisher. Fleisher made a commendable last minute stand-in for the San Francisco Presidio Color Guard, who were unable to make it to this year's event.

In addition to the mariachi band, the U.S. Sixth Army Band and the magnificent Ballet Folklorico entertained the crowd.

On the Friday before Cinco de Mayo 225 persons attended an awards banquet at the Greek Orthodox Community Center in Oakland. Oakland Superintendent of Schools Joe Coto gave the keynote speech and Yvonne Garcia of the Oakland Mayor's office presented a resolution proclaiming May 1-5 as Cinco de Mayo Days in Oakland.

Manuel Ramos, a past participant of BART's Summer Youth Employment program received the first of what is planned to be an annual scholarship to be given to an Oakland Hispanic youth by the BART Employees' Cinco de Mayo Committee. **b2**